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THE FAVOURITE BEER
OF JAPAN.
Per Case of 8 Doz. \$16
PURE AND PALATABLE.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,061 號壹十陸零千肆萬零第 日竟格式月營年亥十二精光 HONGKONG, SATURDAY, APRIL 18TH, 1903. 陸拜禮 號捌十月肆年零百九仔壹英港香

MARTELL'S
BRANDIES HAVE A WORLD
WIDE REPUTATION.
Per Doz.
... \$26
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PRICE, \$8 PER MONTH

STONE GINGER BEER
WAS FIRST BREWED IN THE COLONY
BY US IN THE YEAR
1864

OUR GINGER BEER TO-DAY IS
THE BEST.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED 1841. [51545]

CUTLER, PALMER
& CO.'S
\$11.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO., Hongkong. [51546]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 9.00 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. 1.45 to 11.15 p.m. very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st October, 1902. [51533]

VICTORIA
CYCLE
E-MPORIUM.
The pleasure of cycling consists in having
a first-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLY" CYCLES,
and we also supply fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Specialty.

MCKIRDY CO.
45 & 48A, Queen's Road East.
Hongkong, 4th April, 1901. [51534]

MACLAREN'S IMPERIAL
CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [51509]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks of 375 lbs. net \$5.60 per Cask ex Factory.
In Bags of 250 lbs. net \$3.40 per bag ex Factory.
SHEWAN, TOME'S & CO.
General Managers.
Hongkong, 1st April, 1903. [51521]

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NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-HOLE CARTRIDGES.—
Loaded with Gunpowder only, and 1 oz. of Shot.
Primrose Cases ... \$1.25 75.00
Pezanoid Cases ... 8.85 8.80
Ejector Brass Cases, 7.50 9.25
Apply to
WM. SCHMIDT & CO.
Gunmakers.
Hongkong.

Hongkong, 3rd July, 1902. [51551]



MORE FILTRATION is, as people are now beginning to understand,
QUITE INEFFECTUAL for destroying the worst organisms that water
may contain.—"Daily Telegraph."

Telephone No. 75.

THE AQUARIUS COMPANY is, PURE DISTILLED WATER
ONLY in the manufacture of ALL their TABLE WATERS.

Hongkong, 13th April, 1903.

[51547]

CALDBECK, MACGREGOR & CO.

AGENTS,
AQUARIUS COMPANY.

Hongkong, 13th April, 1903.

[51548]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$22 PER DOZ.

11 Years old, the finest quality shipped.

Each bottle bears an Analyst's certificate.

BENEDICTINE LIQUEUR—

D.O.M.,

\$43.75 PER DOZ. QUARTS.

\$45.50 PER 2 DOZ. PINTS.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSSSEN & CO., HONGKONG.

[51549]

NOTICE!!!

GENUINE FIRST HAND PIANOS

BY THE FOLLOWING LEADING MANUFACTURERS:

COLLARD, BROADWOOD,

STEINWAY, DORNE, AND CHALEN.

CAN ONLY BE OBTAINED FROM

LANE, CRAWFORD & CO..

THEIR SOLE AGENTS IN HONGKONG.

N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by Makers of COUNTERFEIT PIANOFORTES, forgoing the name of the well-known firm of COLLARD & COLLARD upon them, the latter have selected the precaution of supplying with each Pianoforte a CERTIFICATE OF AUTHENTICITY Signed by their Firm, and it is earnestly requested that purchasers TO AVOID imposition will BEFORE PURCHASING insist on its production, and satisfy themselves that the number and description of the instrument correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO. [51544]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

[51550]

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23 and 25, QUEEN'S ROAD.

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The Bridge Book by Archibald Dunn. 3.00

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The Yukon Territory, by Trimmer. 17.50

M. Hawaii. India. Under Mohammedan

Rule, by Stanley Lane-Poole. 4.25

Field Marshal Sir Donald Stewart, by Elkins. 9.00

Foreign Office List 1903. 5.00

The Margate Murder Mystery. 0.45

The Brookes of Bridlemere, by Whyte-Melville. 0.45

David Harum, by Westcott. 0.45

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[51551]

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SHIRTS.

WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.

SMART DESIGNS. STYLISH FINISH.

[51552]

WM. SCHMIDT & CO.

Gunmakers.

Hongkong.

[51553]

Apply to

H. PRICE & CO.,

12, Queen's Road.

[51554]

ESTABLISHED 1857.

THE CHINA LIGHT & POWER CO. LTD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—

THE MANAGER OF WORKS AT HUNGKONG;

SHEWAN, TOME'S & CO., General Managers.

[51555]

THE PEAK HOTEL.

HONGKONG HOTEL.

A First Class Hotel in every respect.

Exquisitely Furnished Reading, Drawing

Rooms, and Smoking Rooms.

Private Bar and Billiard Rooms for Hotel

residents.

Dining Accommodation for 300 persons.

Private Dining Rooms.

Special Dining Room for large parties.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Ping-Pong Room.

Hydraulic Elevators to every floor.

Electric Lighting.

Electric Fans (if required).

Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel.

Wines cooled by Hotel refrigerating

machinery.

Hotel Linen washed on the premises by

machinery.

Bedroom Accommodation—131 rooms.

Fire Extinguishing Mains and Emergency

Exits on every floor.

CHARGES MODERATE.

H. HAYNES,</

INTIMATION



A. S. WATSON & CO.,
LIMITED.

AERATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED
WATERS.

THE WATER used is THE PUREST
that can be obtained, and is skilfully FIL-
TERED ON THE MOST SCIENTIFIC
PRINCIPLES.

THE MACHINERY employed is of the
latest design and most approved type.

THE BEST INGREDIENTS only are
used;

GUARANTEEING ABSOLUTE
PURITY.

ENGLISH EXPERTS

Manage our Factories, and their actual
knowledge and constant supervision enable
us to produce waters of unrivalled excellence
and purity.

A. S. WATSON & CO.,
LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINT-
MENT TO H.E. THE GOVERNOR AND
HOUSEHOLD.

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NOTICE TO CORRESPONDENTS.
Only communications relating to the new column
should be addressed to THE EDITOR.
Correspondents must forward their names, and ad-
dress with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
*Orders for extra copies of "Daily Press" should be
sent before 12 a.m. on day of publication. After that
the supply is limited. Only supplied for Cash.*
Telegraphic Address: Press. Codes: A.B.C. 5th Ed.
Lester's
P.O. Box, 33. Telephone No. 12

BIRTH.
On the 9th April, at Shanghai, the wife of A.
D. LANDAU, of a son.
DEATH.
On the 11th April, at No. 2, Ward Road,
Shanghai, REGINALD EUSTACE, the third son of
James and AMANDA C. PETHERSTONHAUGH, aged
three years.

The Daily Press.

DO GONG OFFICE: 14 DESVREUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th April, 1903.

The death of YUNG LU removes one more of the old type of officials whose ignorance of the new world conditions prevailing throughout the globe have brought so much misery on their native countries. Without any pretence of statesmanship he yet possessed so much of the statesman that is often mistaken for it, that for many years he has not only preserved his own in the corrupt administration of Peking, but has made himself sufficiently powerful to make his influence felt throughout China, and to become a factor which even the most influential of the Powers have felt themselves compelled to reckon with. That under the old conditions YUNG LU might have materially altered the course of events in the Far East goes, we may say, without saying; that under the new he well nigh brought about the ruin of his country is equally incontrovertible. Those new conditions YUNG LU never had the ability to comprehend, and we may without hesitancy say that his removal can only be looked upon as a relief to the country he so badly served. To residents in China who are able to measure the position of affairs, the forebodings of the home Press as to the immediate future seem strangely despondent; and we can only attribute their lugubrious tone to a mistaken view of the real power possessed by the late favourite of the EMPRESS DOWAGER. In point of fact though YUNG LU's private sentiments up to the very end never underwent any change for the better, his ability for evil has been long a thing of the past. Even the Dowager Ts'u-en with all the will has seen the necessity of discarding him, and sorely against

his own desires has had to yield to the too powerful current. Still the best wishers for China's prosperity and independence cannot but feel that a distinct load has been removed off the way, and that there is now less friction in the way of the machine of State. In this respect, the present condition of affairs in China contrasts favourably with that prevailing in Turkey. The Chinese in worldly affairs have never shown themselves blind to their own best interests; there are in China no questions of oppressed nationalities to complicate the question of reform; and the nation, though like all Oriental peoples, conservative to the backbone, has throughout its history shown a ready ability to take a practical grasp of an altered position. The vast majority of the nation has become convinced that times have altered and the present system is not able to cope with the altered position, and a pressure, none the less real that it is silent, has undoubtedly begun to assert itself even in the councils of Peking. The old school of which LA HUNG-CHANG, YUNG LU and SHENG KUNG-HAO were the most conspicuous examples has no successors; new men and new ideas are forcing themselves to the front, and as each one of the old drops off, his place is filled by men of different calibre. We do not flatter ourselves that the new men are morally better than the old, or that their ingrained prejudices are powerful. They have, however, learned a good deal of the practical side of the politics of the world, and there is, we believe, little chance of the old follies being repeated. Nor, as we have said before, are we disposed to place much importance on the efforts of such discredited barbecues as Prince TUAN and TUNG FU-HSIANG. It is probable enough that they have had the secret connivance of both YUNG LU and the Dowager TSU-SHI, but the power for mischief of both one and the other was at all times greatly exaggerated, and even before the decease of the former was a practically negligible quantity.

In the acting appointments which he has made consequent upon leave of absence being granted to Sir W. M. GOODMAN, the Chief Justice, His Excellency the GOVERNOR has made a departure from a long established practice which does not meet with public approval. Hitherto, it has been the practice in the Colony when the Chief Justice has been away on leave to appoint the Puisne Judge to act in his place; but on the present occasion the chains of the Attorney-General to the honour have been preferred to those of the Puisne Judge. It has been stated that the appointment belongs to the Attorney-General as of right, which presumably means custom or precedent, (such as the appointment at home of the Attorney-General to be Lord Chief Justice) for we can find no Colonial Office rule on regulation bearing on the question; these provide merely that every officer proceeding on leave must make adequate arrangements for the performance of his duties. In this case Sir W. GOODMAN proceeds on vacation leave, which carries full pay. There is no abatement of salary during vacation leave, but the leave must be recorded under the Governor's hand, and the officer absenting himself must, with the concurrence or sanction of the GOVERNOR, have made such arrangements as may be necessary for the adequate discharge of his duties without cost to the public. The proper course to have followed therefore was for Sir W. GOODMAN to have asked Mr. JUSTICE WISE to perform his duties for the two months that he was taking leave, without any necessity of removing the Attorney-General and the Government putting in a non-service man, thereby dislocating both the judicial and legal departments. The criticism which the acting appointments have evoked has been due not to any hostility to the gentlemen who have been honoured with the appointments by H. E. the GOVERNOR,—for they are both gentlemen of unquestioned ability and integrity—but it originates partly in the high respect which is generally entertained for Mr. Justice WISE, whose long experience in the Colony no less than his proved ability as a Judge constitute the strongest possible claim to the honour of the acting appointment to the Chief Justiceship. It is, we have no doubt, disagreeable to all the gentlemen concerned to find their names used in a discussion of this kind in the public Press, but the present acting appointments invite criticism inasmuch as they constitute a departure from established practice, appear to us to be bad in principle and opposed to the letter and the spirit of the Colonial Office rules and regulations. "In general it may be stated," says Rule 70, "that his Majesty will be advised to regard more favourably appointments which are in the nature of promotions of inferior public servants rather than appointments made in favour of persons new to the public service;" and again (Rule 73), "great weight must always be attached to local services and experience." In the best interests of the service, it is desirable that these regulations should be strictly observed.

A Chinese hawker was robbed by highwaymen beyond Kowloon City on Thursday night last. He was stabbed in the right arm and robbed of a small sum of money.

A Singapore broker, Seth Apoor, has been arrested on a warrant on the allegation of having dishonestly induced G. R. Oshier to deliver to him the sum of \$1,200.

Five fresh cases of plague, bringing the total for the year up to 254, were notified during the 24 hours ended at noon yesterday. All the victims were Chinese, and in three instances the disease proved fatal.

The Rifle Association competition to-day will be for a Subscription Cup and Spoon, commencing at 2.30 p.m., weather permitting; ranges, 200, 500 and 600 yards.

There is advertised for sale the British composite barque *Lucia*, 649 tons register, 1,050 tons d.w., as she now lies in the Harbour. Further particulars will be found in another column.

H.M.S. *Glory* and *Bleasdale*, the Russian *Astold*, the Italian *Caburia*, the German *Hanau* and the French *Pascal*, were in the foreign line at the Japanese naval review at Kobe.

The Criminal Sessions begin to-day. Only one case is down on the calendar. Lai Sun is charged with defilement of a girl under twelve years of age, and the girl's father and mother are charged with being accessories.

Whilst a lakong was on duty at a plague house 26, Aberdeen Street on the afternoon of the 16th inst., he saw a coolie emerge from the place with some bundles, wool, and pieces of clothing that he had picked up inside. He arrested the man, who was sentenced to 14 days' hard labour yesterday by Mr. F. A. Hazeland, Police Magistrate.

A Tokyo telegram to the N.G. *Daily News* states that the Japanese journals publish numerous telegrams which indicate that the evacuation of Manchuria by Russia is altogether mythical. It is believed that the Russian procedure is plainly suggestive of warlike intentions, or is a tentative display to test the patience of the Powers. There is growing excitement in public opinion in Japan.

On arrival at Halifax, N.S., last month, the British steamer *Undonda* reported that she was in a hurricane for ninety days, during nine of which she covered only 300 miles. She was driven back one day sixty-eight miles and another day twenty-four miles. Mountainous seaswept her decks from stem to stern, smashing boats, bridges and steering gear. The carpenter was crushed to death in the after-house and the boatswain had his arm broken. Four of the crew were badly hurt. Constant use of oil kept the steamer from being engulfed by the seas.

Thirty-seven Chinese, who were taken to San Francisco from Hongkong in the steamship *Coptic* to serve as a crew for the British steamer *Wyfield* and were transferred to that vessel were, it is reported, to be sent back to their homes. A protest against the employment of the Chinese on the *Wyfield* was made to the Rosenfelds, owners of the vessel, by labour union representatives, and was favourably considered, although the Chinese demanded wages for the four months that will have elapsed from the time they were engaged in China until they are returned here.

The last sailing vessel flying the American flag is the steel four-masted *Atlas*, which arrived at Baltimore a few weeks ago after a run of 15,300 miles from Hongkong in ninety-two days. The *Atlas* averaged 172 miles a day and 73 knots an hour. Her best day's run was 312 miles, at the rate of 124 knots an hour. This breaks all authentic records, except that of the barque *Amy Turner*, which made the run from Hongkong to the Virginia coast in eighty-seven days. The *Atlas* beat out of sight the British barque *Kelat*, which cleared for New York eleven days ahead of the *Atlas*. The English captain is said to have backed the sailing qualities of his vessel, but at the time the *Atlas* reached Baltimore the *Kelat* had not arrived in New York.

At the annual meeting of the Associated Chambers of Commerce last month on the motion of Mr. G. H. Cox (Liverpool), seconded by Mr. A. F. Firth (Halifax), a resolution was passed expressing the opinion that a survey should be undertaken for a light railway from Shamo to Momin, via the Taping Valley, with a view to promoting facilities for the conveyance of merchandise between Burma and South-Western China, and that post offices should be opened in the district under British management, in order, amongst other purposes, to facilitate and make secure the transmission of cash for the settlement of trade accounts in substitution for the present method of conveying cash by mule caravan.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Hongkong & Whampoa Dock Co.	\$100
P. and O. S. Navigation Co.	50
Mitani Busan Kaisha	50
Reuter Broekmann & Co.	50
Nippon Yusen K. iha	50
Siemens & Co.	50
Standard Oil Co.	50
Brewer & Co.	25
Bradley & Co.	25
Bank de L'Inde Chine	25
Abdullah Ibrahim & Co.	25
D. S. Dady Burjor	25
Cawage Bolanges & Co.	25
Chun On Fire Insurance Co.	25
Dennys and Bowley	25
Deutsch Asiatische Bank	25
Dodwell & Co.	25
Man On Insurance Co.	25

According to Admiral Fremantle, Britain is 167-oarsmen short of the number which would be required in war-time for the adequate protection of trade routes.

"It is one of the little singularities of these modern times"—we quote from the *Times* of March 1, 1803—"that the offender you hear of a Lady being at home, the less domestic is her character; and, that the wider she opens her doors to her acquaintance, the more impenetrably barred are they to her friends and her tradesmen."

A New York telegram of the 1st inst. states that while the U.S. battleship *Iowa* was at target practice one of the guns in her forward turret exploded killing three of the crew and seriously injuring a number of others. The superstructure of the ship is badly damaged and she will require extensive repairs. A court of enquiry will be convened to investigate the disaster.

A telegram from New York to a Manila contemporary says the Vatican has announced three American appointments to the Philippine dioceses. They are Rt. Rev. George Montgomery to be Archbishop of the Islands, and Dougherty and Rooker to be bishops. A later telegram states that Rt. Rev. George Montgomery has declined the appointment, as he desires to stay in his present diocese.

The steady persistence manifested by Chinese traders and shopkeepers in setting the law at defiance in the matter of veranda obstruction, is, says the *Straits Times*, to say the least of it, amazing, and amounts to contempt for the law and its machinery. The same men appear before the Summons Court week after week, and it is becoming quite a common thing, the prosecuting officers say, that a defendant has been convicted a dozen times. In many cases the nature of the obstruction is such as to practically block the footway, and the man who so blocks the way thinks he is right, and lives in the plumb hope that he will tire out the officials, whom he now accuses of persecuting him. Might not an introduction of the tidy system that obtains in the towns of the Netherlands Indies prove beneficial to Singapore?

The Comptroller-General in some remarks on the appropriation account for the Navy, mentions under the heading "Penalties for Delay," that since the date of his last report the committee appointed to enquire into the general question of arrears of shipbuilding have issued their report, and with regard to the question of penalties, while the committee are of opinion that penalty clauses should be retained in all contracts, and that there are instances in which penalties should be enforced, they express their belief that "nothing will be gained, and something might be lost, by making it a rule to enforce penalties for delay in construction." An appendix statement is made of the more important instances of late delivery on which penalties have accrued but in none of which instances does it appear that penalties are enforced. Deductions, however, were made on account of failure to obtain contract speed in certain cases and fines were inflicted in several cases where contracts for guns were not completed to time.

The *Lancet* discusses the pathology of the state of the man who is "run down" and suggests a remedy. At will a man cannot change his daily occupation, but our contemporary suggests that "a variety of pursuits should save the mind from the dulling effects of monotony": "The brain should be trained, so to speak, to switch itself off directly the opportunity occurs, and instead of continuing to weary itself with the contemplation of business or professional complexities should revel as soon as active work is stopped in other intellectual fields. The pleasures and distractions of the society of one's fellow-creatures, to some temperament, the most complete of all alleviations of worry, are not always at hand. But a hobby may be constantly accessible, and it behoves all men who find themselves "run down" to make an attempt towards the enjoyment of some intellectual activity different from that constantly demanded by their daily occupation." The prescription, if not new, is no doubt sound. It certainly worked to a marvel with Mr. Gladstone.

The N.Y. K. steamer *Island Maru*, which leaves here this morning for Europe, takes away two of the oldest residents in the Colony. In fact, we believe Mr. C. C. Cohen was the oldest resident. He came out in 1857 to join the firm of Oxford & Co., and has only visited his native country once since his arrival. Mr. Cohen was Chairman of the Stockbrokers' Association, and has been a familiar figure amongst the brokers for the last thirty years. Mr. G. C. Anderson, who is also a very old resident, has been nearly as long in China. He was for many years in Messrs. Jardine, Matheson & Co.'s coasting steamers, and was well known as commander of the *Appin*. He left that steamer to accept a shore appointment in the Indo-China E. N. Co. and has more lately acted as agent of the Bureau Veritas. Mr. Anderson has always taken a keen interest in the Navy, and for more than two years has acted as Hon. Secretary of the Navy League in the promotion of which he showed much energy and secured a large accession of members. An address from the Committee expressive of their great appreciation of his services in this capacity was presented to him shortly before his departure. Mr. Anderson was also entertained at a jolly dinner at the Hongkong Hotel by his numerous friends connected with the shipping interest, while the St. Andrew's Society, of which he was a former chairman, presented him with a silver quid as a memento of his long connection with it.

On Thursday last a daring piracy was committed on board a fishing-junk lying at anchor in Starlit Inlet, a bay situated in British waters outside the harbour, but close to Chinese territory. Six Chinamen rowed off to the junk and boarded her before the occupants became aware of the hostile intentions of the visitors, who were armed with revolvers and dirrigos. A fight ensued, and one of the junk's crew was wounded by a shot; this man in his fear jumped overboard and was drowned. The remaining members of the crew, seeing the measures the pirates were prepared to adopt, to achieve their purpose, ceased to oppose them, and the pirates proceeded to pilage the junk. They took \$100 in money and everything worth the trouble of carrying away, ultimately leaving the boat and making their way back into Chinese territory beyond the possibility of capture.

TELEGRAMS.

REUTER'S SERVICE.

THE STRIKES IN HOLLAND.

LONDON, 15th April.

The strikes in Holland are collapsing.

THE FRENCH PRESIDENT'S TOUR.

LONDON, 15th April.

President Loubet has left Marseilles.

THE RESIGNATION OF M. REBOUIL

LONDON, 15th April.

M. Edgar Combes, son of the French Pres-

sident, has requested the Public Prosecutor to

institute proceedings with a view to elucidating

the insinuations of M. Grenoble in the *Petit**Dauphin* that he had offered to secure permis-

sion for the Carthusian Monks to remain in

France for a large sum of money. M. Rebouil

, who is a nephew of the proprietor of the *Petit**Dauphin*, is obscurely connected with this

affair.

THE BAGDAD RAILWAY.

LONDON, 15th April.

Many people have visited the new power

station since its erection, and all have manifested

a keen interest in its working arrangements.

This station is situated on the sea-front of the main

road leading to Hunghom, and covers an area

which leaves room for a considerable extension

of the works should increasing business necess-

itate it. The power house, a large, airy

building, holds three generators known as two-

phase high-tension dynamos. These were made

by the famous Westinghouse Company of

SUPREME COURT.

Friday, 17th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

A CHARTER PARTY DISPUTE.

Judgment was given in the case in which Tam Long Chuen and another, ship charterers, carrying on business in co-partnership at 726, Des Vieux Road Central, sued J. E. von der Ohe for damages, the action having arisen out of the charter by the plaintiffs of the Norwegian *s.s. Steigner*. The plaintiffs cancelled the charter party on the ground, as they alleged, that the steamer did not come up to the speed stipulated, and claimed damages accordingly. Defendant denied that there had been any breach of the conditions regarding speed and stated that if there had been it was caused by the foul condition of the ship's bottom and other defects; he further contended that, even although there was failure on the part of the *Steigner* to conform to speed conditions, such failure did not entitle plaintiff to cancel the charter party, and he accordingly made a counter-claim for damages.

Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. F. B. L. Bowley of Messrs. Denny and Bowley, solicitors), was counsel for the plaintiff; and Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. G. C. G. Master of Messrs. Johnson, Stokes and Master, solicitors), was for the defendant.

His Lordship in giving judgment said—In this case, the plaintiffs claim damages against the defendant for breach of a charter party alleged to have been committed by the owners of the Norwegian steamship *Steigner*. The charter, which began on 27th January, 1902, was between the plaintiffs and the East Asiatic Trading Company, as agents for the defendant, and the captain of the *Steigner*. It was a time charter for 12 months, and one of the conditions was that the *Steigner*'s speed should be about nine knots in fair weather, on a consumption of about 11 tons of best Cardiff coal per *diem*. The charter began to run at Bangkok. The *Steigner*, which was built at Bergen in 1901, had not been out in these parts before, and, therefore, the charterers knew nothing of her except by the description in the particulars. The charter was arranged by Mr. Rügge, of Lambe & Rügge, and he got his particulars from the East Asiatic Trading Company, knowing nothing personally of the vessel. On the 1st July, 1902, the plaintiffs cancelled the charter party on the ground that the ship failed to comply with the condition as to speed. This step was taken after the *Steigner* had made several trips which, in the plaintiffs' opinion, showed, taking them altogether, that the *Steigner* did not comply with the condition mentioned. The defendant alleges this cancellation to be wrongful, and counter-claims for damages. He denies the failure to perform the speed condition and further says that, if the *Steigner* failed to perform such condition, such failure did not justify the plaintiffs in cancelling the charter party. Under the charter the plaintiffs were to pay 6,700 Mexican dollars a month for the use and hire of the steamer, and it is admitted that they duly paid that sum till the date of cancellation. The case was tried at considerable length, before me, occupying no less than seven days, and I do not think that any point which could assist the contention of either side was omitted by the counsel who appeared for the respective parties. Ten witnesses were called by the plaintiffs and eight by the defendant, and the evidence was voluminous. The *Steigner*, after being chartered, left Bangkok on her maiden voyage to Hongkong on the 3rd February, 1902, and she arrived at that port on the 26th, after having had to put into Saigon for additional coals on her way. According to the evidence of her master, Daniel Rodseth, she had, on leaving Bangkok with a cargo of rice, 96 tons of English coal in her bunkers and 140 tons of Japanese, which they bought from a steamer. One would have expected that 236 tons would have brought her safely to Hongkong, a distance roughly of 1,500 miles (I think, in evidence, it was stated, to be 1,497 miles). Naturally, she was likely to encounter a heavy monsoon at that season of the year, but if she had made an average of even five knots she ought to have done the trip in about 12½ days. One cannot be surprised that the charterers were vexed at having to pay an additional coal bill for \$4,330.25 for an extra 250 tons bought by the captain at Saigon. The captain, however, explained that after two days of fair weather, they experienced gales of wind for eight days and he deemed it safest to put into Saigon lest they should run short of coal. But it was proved that the Germanic, which in her charter is described as a 9-knot steamer, arrived in Hongkong from Bangkok the same day as the *Steigner* (26th February) having left Bangkok on the 15th; that is to say, over a fortnight later than the Norwegian ship; and in ordinary circumstances it is at most an eight-days' voyage for ships of about the 9-knot class. Others did it in that time in February, 1902. However, at the interview Capt. Rodseth explained that the bad weather was the cause of it all and that really the *Steigner* could do her 9 knots. According to the evidence the second voyage began on 2nd March and lasted till 19th May. It included trips to Saigon, thence to Singapore, back to Saigon, thence to Manila and Rajah, and finally back to Hongkong. On this voyage the performances of the *Steigner* were better but on the whole much nearer eight knots than nine. This failure to come up to the speed condition was accounted for by the captain by allegation of bad coal. But it must not be forgotten that on 1st March, in

sending the coal on board, the charterers wrote to the chief engineer: "We beg to send you 100 tons Cardiff coal and 70 tons Shikoku lump coal, which we hope you will be good enough to weigh on board and receive it if it is in good condition, and also return to us the enclosed receipt by the bearer after you have signed it."

It seems strange in face of that letter to have the second engineer describe in the witness-box that very coal as consisting of only four or five tons lump and all the rest like sand. The coal was very expensive coal and if it was nearly all like sand it should not have been received on board in face of that letter, at all events without telling the charterers at the time. On the 31st May, after the plaintiff's solicitors had written the letter of 26th May, 1902, practically warning the agents that next trip would be treated as a final test, the third and last voyage began, counting the voyage up from Saigon as the first. It was to Iloilo and back, and the speed was about 6.6 knots. But this the captain explained was owing to the want of dry docking, which had not been done since the vessel left England the previous November. Indeed he wrote a letter dated the 26th May which he delivered to the charterers on the 27th May as follows:—"In consideration of your chartering the *s.s. Steigner* on conditions that make it impossible to dry-dock the steamer when I find it necessary, you will please notice that the speed will be accordingly and all other consequences resulting therefrom be on your own risk and expense." The charterers cancelled the charter on 1st July and then the ship was docked and no doubt at that time had a foul bottom, in spite of having been—altogether somewhere about 20 days at Saigon during the charter in fresh water. The case for the charterers was that, at all events in the China Sea, the *Steigner* (which is built, as Mr. Gordon put it, somewhat like a collier or barge and looks the coefficient of fluency required out here) is not ship of about 9 knots in fair weather. After consideration of all the evidence, and the excuse as to coal and, on the last voyage, of foul bottom, I find as a fact that there was a substantial breach of the charter party condition as to speed and that the plaintiffs were, in all the circumstances, entitled to cancel the contract. It was, however, urged by Mr. Morgan Phillips that even if there was a failure of performance as to the speed condition, yet the plaintiffs had waived their right to cause by not having done so at once, i.e., so soon as the vessel arrived from Bangkok or at all events at the end of the second voyage under the charter. No doubt it is the law that if the breach of a condition precedent is waived by one of the parties to a contract, by not repudiating the contract, after he knows of such breach, the condition precedent is converted into a simple term of the contract and its breach only gives rise to an action for damages. But in the present case, it must be borne in mind that the defendant has all along denied that there ever was a breach, and, so far from admitting it, would go to law with the plaintiffs if they had repudiated the contract. Indeed he has now done so and counter-claims in this action. The plaintiffs were, surely, justified in continuing to employ the ship and pay the stipulated monthly sum for so doing, till they had given her a sufficient trial to enable them to establish that a breach had actually occurred and thus to show that they were entitled to cancel the charter party. It is contrary to common sense that the plaintiffs, having paid the full contract price for the use of the *Steigner* for over five months, and been put to extra expense for coal, should be told that they must go on employing her till the end of the twelve months, because they were induced by the Captain's explanations and excuses as to the first and second voyages to give her a very full trial before cancelling the contract. The correspondence between the parties must not be forgotten. I am aware that much has been said on both sides which merits careful consideration, both as to the facts and the law but, after giving the evidence and the legal arguments full consideration, I find that there has been a breach of the speed condition of the charter party of such a character as to defeat the commercial purpose of the charter party. I hold that the charterers were entitled to cancel and that there was no waiver of their right, having regard to all the circumstances, including the correspondence between the parties and their solicitors. The plaintiffs are, therefore, entitled to judgment with costs and, unless the parties can agree upon a sum, the amount had better be referred to some gentleman conversant with such matters. The parties, I understand, are not likely to have any difficulty in agreeing upon such a referee, but if they cannot agree, they had better mention the master to me again, and I will arrange for the assessment of damages. In all the circumstances, I do not think they will be found to amount to anything in the least like the large amount claimed by the plaintiffs.

Mr. Sharp—Certainly, my lord.

His Lordship added that with regard to the defendant he might mention that the expense in the assessment of damages would naturally fall on him and therefore he thought it would be advisable on his part to agree to the payment of such small sum and save further expense in the matter.

The Court adjourned.

CHINA & MANILA STEAMSHIP CO., LTD.

The report for presentation to the shareholders at the twentieth ordinary general meeting to be held at the office of the General Managers on Wednesday, 29th April, is as follows:—

Annexed we beg to submit to shareholders the usual statement of accounts for the year ending 31st December, 1902, showing a debit receipt by the bearer after you have signed it."

CONSULTING COMMITTEE.

Messrs. H. P. White and G. H. Medhurst resigned from the Committee, and Mr. J. H. Lewis re-joined it. In accordance with the articles of the association, Messrs. N. A. Siebs, D. E. Brown and J. H. Lewis retire, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. T. Arnold and W. H. Potts, who are recommended for re-election.

SHEWAN, TOMEY & CO., General Managers.

Hongkong, 17th April, 1903.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, April 17th—Business has been quiet since the opening of our market after the Easter holidays but rates generally continue to be fairly well maintained.

BANKS.—Hongkong and Shanghai have been booked at \$685 and further shares can probably be obtained at this figure. London is unchanged at £53. Nationals continue in some request at \$25.

FIRE INSURANCES.—Hongkongs are quiet with probable sellers at \$310. Chinas have been offed and after sales at \$86 down to \$83 are on further offer at the latter rate.

MARINE INSURANCES.—Union continues quiet at \$535. China Traders have been booked at \$60 and there are further sellers at this rate. Cantons are reported sold at \$1674. North Chinas and Yangtze are steady at quotations.

SHIPPING.—Hongkong, Canton and Macao have continued in request, and further sales at \$56½ are reported. Indo-Chinas have ruled somewhat erratic, but at the close are inclined to firmness with probable buyers at \$106. China and Manilas have again been booked at \$25. Douglas continue on offer at \$43. Star Ferries are in request at \$27 (old) and \$15 (new). Shell Transports are lower with sellers at £1 6s.

REFINERIES.—China Sugars have changed ownership at \$110 and are in request at \$109.5. Luzzos are on offer at \$122.

MINING.—Panjumes are unchanged at \$3 sellers. Raubs have been booked at \$61, \$7 and \$7½ and can now be placed at \$9. Jelobus are slightly lower but with some buyers at \$110.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have sold at \$215, \$216, and \$217 cash and for the end of the month delivery, and close steady. Hongkong and Kowloon Wharves are weak with sellers at \$95. New Amy Docks are neglected at \$383. Furnhams have sold in the North at £1s. 12d.

LANDS, HOTELS & BUILDINGS.—Hongkong Lands have eased off to \$175 with some sales and further sellers. Kowloon Lands are on offer at \$4½ without tempting buyers. West Points are obtainable at \$55. Humphreys Estates are wanted at \$124 after sales at this rate and \$125. Hongkong Hotels have improved to \$148 with sole and buyer.

COTTON MILLS.—Ewes can be placed at £1s. 4d. and Internationals at the same figure. Lao Kuan Mows have sold in the North at £1s. 45. Soy Chees are unclaimed at £1s. 16d. Hongkong Cottons have sold and are wanted at £16.

MISCELLANEOUS.—Green Island Cements have been booked at \$224 and are now held for \$23. China Horneis have been booked at \$11 and more shares are obtainable at the rate.

Watsons continue in request at \$15. Ropes can be placed at \$15. Fenwicks are reported sold at \$50 but more shares can be obtained at this figure. Ices have improved to \$235 buyers. Steam Waterboats are wanted at \$112 and United Arbiters at \$9. China Providents have been done at \$9.60 and can still be obtained at this rate. Robinson Pinches are enquired for at \$50.

MEMOS.—China and Manila Steamship Co. Limited, ordinary yearly, meeting on the 29th inst., transfer books close on the 26th instant.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

April 19th; 1st Sunday after Easter.

Matins (11 a.m.).

Responses; Tallis; Venite, Old Melody, Lawes and King; To Deum and Benedictus, Stanford in B flat; Anthem, "Awake up my Glory," Barnby; Hymn, 499; Kyrie and Gloria, Stainer in F; Offertory Hymn, 127.

Evening (5.45 p.m.).

Responses; Tallis; Psalms, Russell, Battishill and Hayes; Magnificat and Nunc Dimittis, Ward in E flat; Hymns, 612, 125, and 174; Vesper Hymn, Ward (No. 1); Volunteers "Worthy is the Lamb" (Messiah, Handel), Andante, Smart.

ST. PETER'S CHURCH.

Queen's Road West.

1st Sunday after Easter.

Matins (11 a.m.).

Hymn, 4; To Deum, Jackson; Kyrie; Hymns, 480, 140, and 595.

Holy Communion (12.20 p.m.).

Evening (6.30 p.m.).

Hymn, 589, 594, 437, and 24.

The Church launch Day-spring will call on the ships between 8.15 and 10.30 a.m. and between 5.15 and 6 p.m. to bring friends ashore to the services (Kowloon Police Pier 10.30-11.00 a.m.) returning afterwards. The "Answering Peacock" is the "call" flag. All the sittings are free and unappropriated. Visitors welcome.

GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday, 8 a.m.; Gospel Address, 6 p.m.

Tuesday—Soldiers' and Sailors' Bible Class, 6 p.m.

Thursday—General Bible Class, 6 p.m.

Saturday—Prayer Meeting, 6 p.m.

THE UNREST IN CHINA.

AN APPEAL TO LORD LANSDOWNE.

says the *Spectator*:—"There is food for meditation for Lord Lansdowne in the Chinese rumours [as to a renewed anti-foreign movement] even if he disbelieves them, is, with the slow imagination which seems to mark all our Ministers of State, he probably does; and as he meditates he will probably remember the great changes which the last few years have wrought in the British position in the Far East. We may not have lost strength there—indeed, we have not, for we have gained the Japanese Fleet, if not also the Japanese Army—but we have lost much of our freedom. We can no longer act alone. Any movement against foreigners in China would at once revive the European Concert, and if the Concert acted again it could not be contented a second time with a mere tribute. There would be no more money to get, and any new claim to compensation for the past and security for the future must be satisfied in territory. As the distribution must be among jealous rivals, that opens up a far-reaching prospect of dispute; and even that is not all. Our new obligations to Japan have to be considered. The Japanese would doubtless be most loyal and side with the Europeans, but they cannot in their own interest allow a further serious advance by Russia; and if Russia quarrels with them for interfering, or they quarrel with Russia for advancing, we are bound in honour to make their cause our own. The complications might be, in the event of an outbreak, much more serious, and we have rather a habit of drifting till we find ourselves in their midst. We are sailing everywhere amongst derelicts, and trust rather too completely to the skill of the steersman, whose searchlight is sometimes out of order, and the strength of the ship, which is very great no doubt, but which may be overtaxed. We shall be told by all manner of officials that what we have quoted as the latest rumours are only 'the usual alarmist rubbish always pouring in from China.' It may be so, and we heartily hope it is so, our one real interest in China being peaceful trade on all the waters of the Empire, but there are, with respect to news from Peking, always two points to be remembered. One is that the force which drove the Chinese Army on the Legations still rules in China, is implicitly obeyed, and cannot be conciliated by the result of the war. . . . The other is that no European Foreign Office, except possibly the Russian, has ever succeeded, in spite of skilled agents and great resources, in feeling sure that it fully understood the forces which impel the Chinese Court. . . . We do not expect Lord Lansdowne to take precautions which, whether wise or foolish, would at once awaken Continental jealousy; but he may at least remember clearly that last time every Minister at Peking except the French disbelieved all warnings."

THE RISE OF THE RICKSHA.

The following interesting article on the rise of the ricksha in the Straits Settlements is taken from the *Straits Times*:

While descanting upon the subject of jinrikishas, it may be interesting to mention the fact that the first man to ride in one in these Settlements was none other than that well-known resident of Singapore, Mr. H. Abrams. It was in the days when there were no jinrikishas in the land, and no man knew either the meaning of a ricksha or the use thereof. In those days, as now, they used to bring waleru up from Australia to meet the demands of the local Juhus; but the system differed from that now in vogue inasmuch as that the horses came up in sailing ships, and were auctioned off by Messrs. Powell and Co. in front of their godown on Raffles Square. The horses were paraded on the street, where the would-be purchasers and the non-productive crowd of idle onlookers essential to a sale of horses, gathered together to the auction. Well, one day about twenty-three or twenty-four years ago, the usual lot of horses had been paraded and sold, as well very possibly as a carriage or two, when Powell & Co.'s hirlelions dragged forth into public view a couple of jinrikishas and put them up for sale. That was some time in 1878 or 1879. In the February of 1880 the first real consignment of the vehicles arrived from Shanghai and were put on the streets to ply for hire. These two pioneers of the business, however, were gazed upon by the astonished populace with the same amazed interest that would have been bestowed upon a pair of unicorns or a two-headed giraffe. They had been consigned to Powell & Co. over a year before "on spec," but had found no purchaser; and an order had come from the consignors to auction them off at any price they might fetch. Accordingly out they were dragged into Raffles Square, and the wondering people gaped at them disapprovingly. Then it was that Mr. Abrams, with a long driving whip in hand—this was nigh upon a quarter of a century ago—rose to the occasion. He borrowed into the crowd and "commandeered" a coolie who had possibly, in the erstwhile, pulled a ricksha in Shanghai. Him did he "commandeer" and then, with a great cracking of his long carriage whip, and amid the tumultuous plaudits of the multitude, he rode up and down the sides of the square in the first jinrikisha that ever appeared on the streets of Singapore. The two coolies sold at some such figure as \$4 apiece, one going to Mr. Guff of the Telegraph Company, who was the first foreign resident in Singapore to drive in a jinrikisha regularly. At the present moment, when we complain of a jinrikisha famine because a few vehicles are to be found plying on the public thoroughfares, this episode is of more than passing interest. The idea of new jinrikishas going a-begging at \$4 apiece is simply fascinating to-day; yet that is precisely what happened here something less than twenty-five years ago.

THE INTERNAL ECONOMY OF OUR MERCHANT MARINE.

—with some honourable exceptions—it is a system of robbery, and it is this robbery which is largely responsible for the coming in of the aliens and the undesirables and the ousting of Britons and the older types of seamen.

In addition to all the robbery which goes on there is also the treatment which is meted out to the men and lads on board ship to take into consideration. Treatment which drives some

men to desert, others to acts of insubordination, and tends to

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only fivep for Cash. Telegraphic Address: PRESS, Codes: A.B.O., 5th Ed., P.O. Box, 32. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

M^r. FEIZULLAH BOYESSA BOYEB EBRAHIM will leave this Colony shortly, and the business will be carried on by Mr. ESSOOFALLY SOOLEMAN JEE, who is authorised to sign our Firm in Hongkong from this date.

ABDOOLALLY EBRAHIM & CO., Hongkong, 18th April, 1903. [1203]

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-DAY (SATURDAY), the 18th instant, will be for a SUBSCRIPTION CUP and SPOONS, commencing at 2.30 p.m., weather permitting. Ranges 200, 500 and 600 yards. 7 shots and a sight at each range.

Entrance for the Cup \$100.

M. S. NORTHCOTE, Hon. Secretary.

Hongkong, 18th April, 1903. [110]

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE N.D.L. Steamship "MARBURG," Captain Stern, will be despatched for the above ports TO-DAY, the 18th inst., at 5 p.m. For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 17th April, 1903. [1201]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship "NAMSANG," Captain Goo Payne, will be despatched as above on TUESDAY, the 21st inst., at NOON. For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th April, 1903. [1108]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "GEORGE APACAR" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 26th instant, will be landed at Consignees' risk—and—expenses into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO. LTD., Agents.

Hongkong, 17th April, 1903. [1109]

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship "MARBURG," Captain Stern, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-DAY, the 16th inst.

Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASOON & CO. LTD., Agents.

Hongkong, 16th April, 1903. [1200]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain:

Leading Articles:- Russia and Manchuria. British Consols. Railway Projects in China. The Sino-Munis. The Admiralty Dock Petition. Storm Warnings. The Unrest in China. The Chinese Petition. Hongkong Sanitary Board. Supreme Court. Mining Developments. Retirement of Mr. A. Mackie. Serious Accident to an European. Plague Case from Hongkong. Explosion of a Powder Magazine at Canton. Canton. Steamer Accidents at Chefoo. Amyot. China-Borneo Co. Ltd. The Siberia "At Home." Correspondence. The China Association. Review. The Anti-Footbinding Movement. The Hongkong Rifle Association. Cricket. Lawn-Tennis. Royal Hongkong Golf Club. The Stock of Currency in Hongkong. The Osaka Exhibition. Hongkong and Port News. Subscription, \$12 per Annum, payable in advance, postpaid, \$2. Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 18th April, 1903.

NEW ADVERTISEMENTS

NOTICE.

A GYMKHANA will be held at the HAPPY VALLEY and RACE-COURSE, TO-DAY (SATURDAY), the 18th inst., commencing at 2.30 p.m. Tickets of Admission, price 50 cents, can be obtained at the gate. Ladies are invited. The Band of the Shortwood Foresters will attend. Hongkong, 18th April, 1903. [1205]

X

VICTORIA LODGE, NO. 1026, E.C.

A REGULAR MEETING of VICTORIA LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 22nd APRIL, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 18th April, 1903. [1204]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship "

"FORMOSA."

Captain Evans, will be despatched for the above port TO-DAY, the 18th inst., at 5 p.m. For Freight or Passage apply to

DOUGLAS LAKEY & CO., General Managers.

Hongkong, 17th April, 1903. [1107]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES for Company's Steamer "

"KEEMUN"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1903. [1105]

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.

LESSEES and PROPRIETORS—Mr. C. A. POLLARD and Mrs. N. CHESTER.

POLLARD'S LILLIPUTIAN OPERA CO.

THIS (SATURDAY) AFTERNOON,

at 3.30, SURF,

GRAND MATINEE,

"LA MASCOTTE."

CHILDREN AND AMATEURS HALF-PRICE.

TO-NIGHT

(SATURDAY) AND MONDAY NIGHT,

"A GAIETY GIRL."

TUESDAY, LAST PERFORMANCE.

WEBER AND FIELD'S GREAT AMERICAN BURLESQUE,

"POUSSE CAFE."

The Plans at the ROBINSON PIANO COMPANY. Prices as usual.

Late Trams and Ferries as usual

A. H. POLLARD, Manager.

Hongkong, 18th April, 1903. [1133]

M. R. CHADWICK KEW DENTAL SURGEON, No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 14th March, 1903. [1339]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonecutters Island and Belcher's on the 21st and 22nd April, 1903, at Targets in a Westerly and South-Westerly direction from Stonecutters, and in a North-Western and Westerly direction from Belcher's.

Practice will commence at about 9.30 A.M.

By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 16th April, 1903. [1194]

WINCHESTER CARABINES.

12 SHOT REPEATING, CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO., 14, DES VIEUX ROAD. [2742]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WINDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

Hongkong, 17th April, 1903. [1195]

15 to 25 per cent. Discount Allowed.

1119

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain:

Leading Articles:- Russia and Manchuria.

British Consols.

Railway Projects in China.

The Sino-Munis.

The Admiralty Dock Petition.

Storm Warnings.

The Unrest in China.

The Chinese Petition.

Hongkong Sanitary Board.

Supreme Court.

Mining Developments.

Retirement of Mr. A. Mackie.

Serious Accident to an European.

Plague Case from Hongkong.

Explosion of a Powder Magazine at Canton.

Canton.

Steamer Accidents at Chefoo.

Amyot.

China-Borneo Co. Ltd.

The Siberia "At Home."

Correspondence.

The China Association.

Review.

The Anti-Footbinding Movement.

The Hongkong Rifle Association.

Crickets.

Lawn-Tennis.

Royal Hongkong Golf Club.

The Stock of Currency in Hongkong.

The Osaka Exhibition.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postpaid, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash.

Hongkong, 18th April, 1903.

1119

NOTICE.

A GYMKHANA will be held at the

HAPPY VALLEY and RACE-

COURSE, TO-DAY (SATURDAY), the 18th

inst., commencing at 2.30 p.m.

Tickets of Admission, price 50 cents, can be

obtained at the gate.

Ladies are invited. The Band of the Shor-

wood Foresters will attend.</

PUBLIC COMPANIES
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at THE COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria on WEDNESDAY, the 29th APRIL, AT NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th APRIL, to WEDNESDAY, the 29th APRIL, both days inclusive.

SHI WAN, TOWES & CO.,
General Managers.

Hongkong, 15th April, 1903. [1173]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A INTERIM BONUS of TWENTY PER CENT. upon Contributions for the year 1902 has been declared.

Warrants will be issued on the 1st May.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 17th April, 1903. [1136]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on Wednesday, the 8th day of April, 1903, the following Resolution was passed:-

That the final CALL of FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, or before the 9th day of May, 1903.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 9th day of May, 1903, at the rate of \$10 per cent per annum, upon all Calls remaining unpaid after the said 9th day of May, 1903, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's Receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call will be paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,

W. KERFOL HUGHES,
Secretary.

Hongkong, 9th April, 1903. [1180]

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE

IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,

situates at Kowloon, within a few minutes' walk of the principal landing-stage of the

SECOND SEAPORT IN THE WORLD, and on the Trunk Road of the Projected HONGKONG CANTON-RAILWAY,

IS FOR LEASE ON

VEERY EASY TERMS,

owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far-Eastern metropolis of trade.

An exceptionally large and showy building, capable of extension, with large piece of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First-Class Hotel and is a profitable investment. Is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.

Inspection of Books allowed to any one making bona fide Offers for Lease, &c.

For Full Particulars, apply to

H. RUTTJEE,

D'Agoila Street, Hongkong.

Hongkong, 26th February, 1903. [1651]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.



Throughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus (Rot), and Dampness.

LUTGENS, EINSTMANN & CO.,
Sole Agents for China.

Hongkong, 1st July, 1902. [184]

FOR SALE.

To settle up late owner's estate.

THE British Composito Barque

"LUCIA."

640 Tons Reg., 1,050 Tons D.W., now lying in Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul and is ready for sea.

For Further Particulars apply to—

Captain A. H. ANDERSEN.

On board, or

W. M. DUNBAR,

Agent.

12, Beaconsfield Arcade, Hongkong, 18th April, 1903. [1202]

FOR SALE.

ONE NEW EDISON (LATEST NO. 71) OSCILLATING IMMOGRAPH, with ACCESSORIES.

Apply to—

THE ROBINSON PLANO CO., LTD.

Hongkong, 4th February, 1903. [1427]

[ALL RIGHTS RESERVED.]

RAYNIER'S PERIL,
A ROMANCE OF THE NORTH-WEST FRONTIER.

BY

BERTRAM MITFORD

(Author of "The Ruby Sword," "Sign of the Spider," "The Word of the Sorceress," &c.)

CHAPTER VII.

A SURPRISE.

Herbert Raynier ran lightly up the steps of his verandah, feeling intensely satisfied with himself and things in general.

Though summer, the air was delightfully balmy, and the glow of the sunset reddening the heads of the mountains surrounding the basin in which lay Mazaran, was soothng and grateful to the eye. The bungalow was roomy and commodious, and stood in the midst of a pleasant garden, where closing flowers distilled fragrant scents upon the evening—all this said his mind back in thankful contrast to hot, steaming, languid Baghongor, its brassy skies and feverish exhalations, where even at this late hour the great circling the roof would be open-billed and gasping. And thus commanding the new with the old order of things he decided for the fiftieth time that the luckiest moment of his life was when he opened the official letter which met him on landing at Bombay—appointing him Political Agent at Mazaran.

Hardly less in contrast between the climate of his new station and the last, were the people with whom he now had to deal. There was nothing whatever in common between the meek subservient native he had hitherto ruled, and the stalwart independence of these wild mountain tribes, whose turbulent and predatory instincts needed nice handling to keep in efficient control. But all this appealed to him vividly, and as he threw himself into his new duties with an eager zest which caused those who had known his predecessor to smile. He recognised that here at least was a chance; here he might find scope for his latent ability which the stagnant routine of his old Department had been in danger of stifling altogether. In fact he was, inclined to regret the abnormally tranquil state of things, when Johnson, his predecessor, had congratulated him upon the fact that Muslin Khan, the chief of the powerful, and often turbulent, Gurdarai tribe, had become so amenable since the Government had created him a Nawab that the meanest buntial might almost walk through the Gurdarai country alone aud with his pocket bulging with rupees, too, scarcely giving for another thought.

Herbert Raynier flung himself into a comfortable chair on the verandah, and lighted a cheero. He had half an hour to spare before it should be time to dress and go out to dinner, and how should such better spent than in a restful smoke; yet while enjoying this his thoughts were smirched enough. His prospects, rosy as the afterglow which dwelt upon the surrounding peaks, kept him busy for a time, and over all was a sense of great relief. If he had saved the life of an unknown Oriental at the hands of a particularly brutal mob, assuredly he had been repaid to the full, for but for that circumstance matters would never have come to head with Cynthia. He would still be bound hard and fast by a chain of which he had only realised the full weight—since he had broken it. For he had broken it—finally, irrevocably, unmistakably—he told himself, since that last scene in the Vicarage garden he and Cynthia had exchanged no word. The remainder of that day had not been of a pleasant nature, and he had left by an early train on the following morning, to return three days later to India. No letter, either of farewell, or reproach, or reprimand—as he had half feared—reached him at the last, and it was with feelings of genuine relief that he watched the shores of the mother country fade into the invisible.

Tarleton, the Civil Surgeon, at whose bungalow Raynier was dining, was somewhat of a soi-disant, in that he was never even by chance known to agree with any remark or proposition, weighty or trivial, put forward by anybody, or if there was no conceivable room for gainsaying such why then he would append some brisk aggressive comment in rider fashion.

As thus:

"How do, Raynier. How did you come over? Didn't walk, did you?"

"No. Biked."

"Ho! Bicycle's not much use up here, I can tell you."

Rayner remarked that he found the machine useful for getting about the station with, and that the roads in and immediately around the same were rather good.

"Well, you didn't expect to find them all rocks and stones did you?" came the prompt rejoinder.

Tarleton was white-haired and red-faced, which caused him to look older than his actual years. Another of his peculiarities was that he was continually altering his facial appearance. Now he would grow a beard; then suddenly without a word to anybody, would trim it down to what they call in Transatlantic a "chin-whisker" or shave it altogether. Or, one day he would appear with a long, carefully waxed moustache and the next with that appendage.

Rayner, the Civil Surgeon, at whose bungalow Raynier was dining, was somewhat of a soi-disant, in that he was never even by chance known to agree with any remark or proposition, weighty or trivial, put forward by anybody, or if there was no conceivable room for gainsaying such why then he would append some brisk aggressive comment in rider fashion.

In the dirty white turbans and hairy hooked faces, Chand Lall knew only too well who were these. Already they had begun to drag

clipped to the consistency of a toothbrush. And so on.

Just at this stage, however, Raynier recognising that he was on the high road to cordially detesting the man, had laid himself out to be extra long-suffering.

"Wonder if those women ever mean to come in?" went on Tarleton, with a slightly glances at the clock, for the two were alone in the drawing-room just before dinner.

"Oh, one has to give the ornamental sex a little 'law,'" said the other, good-humouredly.

"Well, you can't expect them to put on their cloths and all that as quickly as we can," was the rejoinder to this accomodating speech. And just then 'those women' in the shape of Mrs. Tarleton and a guest, entered. The first was a good-humoured pleasant-looking little Indianwoman, the second—

"How d'you do, M. de Clive. Why this is a surprise," began Raynier, without waiting for an introduction.

"I like surprises," laughed the hostess. "They're great fun. We thought we'd give you one, Mr. Raynier."

"They are, if, as now, they are pleasant ones," he answered.

"Why, Mr. Raynier. I didn't think that kind of speech-making was at all in your line," said the "Surprise," demurely.

She was a tall girl, rather slight, with refined and regular features, which nineteen out of twenty pronounced 'cold.' She had a great deal of dark brown hair, and very uncommon eyes; in fact they were unequivocally blue, and unmistakably green. Yet framed in their dark, abundant lashes, they might be capable of throwing as complete an attraction, a fascination, as the more regulation blue or hazel ones. She was not popular with men. Not enough "go" in her, they declared. Seemed more cut out for a blue-stocking.

He and Raynier had been fellow-passengers out, but had had little to say to each other on board. He had danced with her three or four times, which was rather remarkable in view of that being a form of exercise which he favoured but little. Both had this in common, that they had shied from the usual "boardship" amusements yet they had not come together at all. It was only when they landed at Bombay and the friends had expected to meet her had not arrived, that Raynier, noting the look of intense consternation, of bewilderment even, upon the girl's face, as she realised how she was stranded, a total stranger in a very strange land, had come to the rescue—had even forgotten her to be of service to her. This he had done out of sheer kindness—the other passengers having gone their respective ways without giving her a thought—and having handed her over to her friends who had been unavoidably delayed, had bidding her good-bye and had gone his own—she, too, scarcely giving for another thought.

"Hilda says you were so kind to her at Bombay, Mr. Raynier," went on his hostess.

"It's 'Oh—that's nothing,' Mrs. Tarleton. Glad to have been of any service of course," he replied, in that hurried, half confused way to be expected of a man of his disposition under the circumstances.

"But it isn't nothing," struck in the girl decidedly. "Do you know, Mrs. Tarleton, Mr. Raynier even waited till the next day to look after me. And it's odd because we hardly knew each other on the ship."

"Oh well," mumbled Raynier jocosely, "you can't see anybody stranded like—a lady, especially—in totally strange place without doing something to straighten things out for them."

Hilda Clive smiled.

"None of the others seemed to be of that opinion, at any rate," she said.

Snapped Tarleton. "Well, you can't expect a lot of people just landed from a voyage to think about anything but themselves and their own belongings."

For once Raynier felt frankly grateful to the contortions one—if only that it was sufficient for Tarleton to lay down a statement on any given subject to earn his ordinary hearers to drop that subject like a hot bar. Wherefore these promptly turned to another.

Sut Clive smiled.

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SHIPPING.

AIRLAVAS.
April 15. MAUSANG, British str., 1,644, W. D. Welsh, Sandakan 11th April. Timber and General—JARDINE, MATHERSON & CO. April 16. PROSPER, Norwegian str., 789, J. Christiansen, Wuhan 11th April. Rice—CHINESE.
April 17. GLENFAR, British str., 2,255, W. H. Holman, Moji 11th April, Coals—MC GREGOR BROS. & CO.
April 17. GREGORY APCAN, British str., 2,940, J. G. Olfeint, Calcutta 1st April, General—D. SASSOON & CO., LTD.
April 17. INAE MARU, Japanese str., 6,185, Wm. Bambridge, Shanghai 14th April.
General—NIPPON YUSEN KAISHA.
April 17. KEEMUN, British str., 4,807, D. Davies, Singapore 12th April, General—BUTTERFIELD & SWIRE.
April 17. KUOLUON, German str., from Canton 17th April.
April 17. ROSETTA MARU, Japanese str., 2,402, N. Toto, Manila 15th April, General—TOYO KISEN K. ISHA.
CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
17th April.
BONHO, German str., for Kudat.
CHIAU, Austrian str., for Yokohama.
CONINGHAY, British str., for Port Arthur.
FRANZ ERICHMANN, Austrian str., for Trieste.
HAILOONG, British str., for Tamsui.
HALDIS, German str., for Amoy.
HONGKONG, French str., for Kwangchauwan.
KISHU MARU, Japanese str., for Kobe.
KWEIYANG, British str., for Swatow.
LOOMPOONG, British str., for Manila.
SABINE RICHAUER, British str., for Singapore.
TETARTUS, German str., for Amoy.
THAKA, British str., for Swatow.
TSIAU, German str., for Bangkok.
YERNA, German str., for Moji.
ZAFIRO, British str., for Manila.

DEPARTURES.

17th April.

CHINA, Austrian str., for Yokohama.
CONINGHAY, British str., for Post Arthur.
FRANZ ERICHMANN, Austrian str., for Trieste.
HAILOONG, British str., for Tamsui.
HALDIS, German str., for Amoy.
HONGKONG, French str., for Kwangchauwan.
KOMISCHEN, German str., for Singapore.
LOONGSANG, British str., for Manila.
OCEAN, British battleship, for practice.
PROMHEUS, Norwegian str., for Shanghai.
PROSPER, Norwegian str., for Canton.
TACOMA, American str., for Tacoma.
TETARTUS, German str., for Amoy.
THALAS, British str., for Coast Ports.
TSINTAU, German str., for Bangkok.
YERNA, German str., for Moji.

VESSELS IN DOCK.

17th April.

ABERDEEN DOCKS.—Selene, Tsurigisan Maru.
KOWLOON DOCKS.—Compagnie de Philippines, Hyades, Mentana, Rue, H.I.G.M.B. Jaguar, Canton River, B.M.S. Alton, Kuang Lue, Icarus.
COSMOPOLITAN DOCK.—Fatshan, H.M.S. Rambler, H.M.S. Handy.

SHIPPING REPORTS.

The British steamer *Kemun*, from Singapore 12th April, had moderate to fresh N.E. winds, moderate sea, with very fine weather throughout the passage.

The British steamer *Glenfar*, from Moji 11th April, had fine and clear weather with moderate N.E. to S.E. winds to lat. 30° N., thence to Breker Point fog with light variable winds. From Breker Point to port fine and clear weather with light variable winds.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT-POSTE FRANCAIS

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIAN".

Captain Marchentetti, will be despatched for the above ports on or about SUNDAY, the 19th instant.

For Freight or Passage, apply to
G. de CHAMPEAUX,
Agent.
Hongkong, 15th April, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship

"MELPOMENE".

Captain Tassew, will leave for the above places on TUESDAY, the 21st inst., at NOON.
For Freight or Passage apply to
SANDEL, WEILER & CO.,
Agents.
Princes' Buildings.
Hongkong, 15th April, 1903.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)
THE "Shire" Line Steamship

"PEMBROKESHIRE".

will be despatched on or about FRIDAY, the 15th May.
The American Asiatic Steamship Company's

"NORMAN ISLES" will be despatched on or about MONDAY, the 15th June.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 17th April, 1903.

HONGKONG-MACAO LINE.

S. S. "WING CHAI".
Captain T. Austin, B.M.E.
DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$5; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Steerage, \$0.50.

Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to
SAM WANG & CO., LTD.,
81, Queen's Road Central.
Hongkong, 25th February, 1903.

HONGKONG-MACAO LINE.

S. S. "WING CHAI".
Captain T. Austin, B.M.E.
DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$5; return ticket, \$5.
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3rd Class, \$1.
Steerage, \$0.50.

Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to
MELCHERS & CO.,
Agents.

HONGKONG-MACAO LINE.

Hongkong, 13th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, LOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 22nd April, the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Ville de Cielot," which vessel takes on her Passengers and Mails, leaving that port on or about the 2nd May, direct to Suez Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Wednesday, the 22nd April. Specied Parcels received until 4 p.m. on the same day.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office:

G. de CHAMPEAUX,
Agent.

Hongkong, 9th April, 1903.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU," 3,600 Tons, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 24th inst., at 4 p.m.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 15th April, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT,"

Captain F. B. Summers carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 25th APRIL, at NOON, taking passengers and cargo, for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 13th April, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship

"CHINGWO,"

Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th inst., at NOON.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,
Superintendent.

Hongkong, 6th April, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

IN CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th April, 1903.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

SAMSIA HAVRE, BREMEN AND HAMBURG

Capt. Schmidt (Calling at Singapore and Penang) On 23rd April. Freight.

SEEBIA HAVRE AND HAMBURG

Capt. Rebbelmund (Calling at Singapore and Colombo) On 5th May. Freight.

SAXONIA HAVRE AND HAMBURG

Capt. Brehmer (Calling at Singapore and Penang) On 19th May. Freight.

NUBIA NEW YORK, VIA PORTS

Capt. von Hof On 3rd May. Freight.

SEGOVIA HAVRE AND HAMBURG

Capt. Fork (Calling at Singapore and Colombo) On 2nd June. Freight.

STRASBURG HAVRE AND HAMBURG

Capt. Mads n (Calling at Singapore and Penang) On 16th June. Freight & Passengers.

SUEVIA HAVRE AND HAMBURG

Capt. Borch (Calling at Singapore and Colombo) On 30th June. Freight.

For further particulars, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 6th April, 1903.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPER DIENST.

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIK PORTS, NORTH and SOUTH AMERICAN PORTS.

Hongkong, 6th April, 1903.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

SAMSIA HAVRE, BREMEN AND HAMBURG

Capt. Schmidt (Calling at Singapore and Penang) On 23rd April. Freight.

SEEBIA HAVRE AND HAMBURG

Capt. Rebbelmund (Calling at Singapore and Colombo) On 5th May. Freight.

SAXONIA HAVRE AND HAMBURG

Capt. Brehmer (Calling at Singapore and Penang) On 19th May. Freight.

NUBIA NEW YORK, VIA PORTS

Capt. von Hof On 3rd May. Freight.

SEGOVIA HAVRE AND HAMBURG

Capt. Fork (Calling at Singapore and Colombo) On 21st May. Freight.

STRASBURG HAVRE AND HAMBURG

Capt. Mads n (Calling at Singapore and Penang) On 29th May. Freight.

SUEVIA HAVRE AND HAMBURG

Capt. Borch

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALchas"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
* LIVERPOOL VIA MARSEILLES	"PINGSUEY"	On 20th April.
MARSEILLES, LONDON and ANTWERP	"DEUCALION"	On 28th April.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.
* LIVERPOOL VIA GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"TANTALUS"	On 21st May.
LONDON	"PATROCLUS"	On 26th May.
LONDON	"CALchas"	On 9th June.
* LIVERPOOL VIA GENOA	"HYSON"	On 12th June.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN" "AJAX"	On 18th April. On 20th May.
The S.S. "PINGSUEY" for Marseilles and Liverpool, left Shanghai on the 17th inst., a.m., and is expected here on the 20th inst., a.m.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 18th April, 1903.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	* "SINGAN" * "TAIYUAN"	On 20th April. On 31st April.
MANILA		
POR DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	* "TAIYUAN"	On 21st April.
MANILA	* "SUNGKIANG"	On 22nd April.
CEBU and ILOILO	* "KAIFONG" * "TSINAN"	On 24th April. On 30th April.
KOBE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 17th April, 1903.

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,
FOR
VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
HYADES	Geo. Wright	3,753	May 5th
* SHAWMUT	W. M. Smith	9,606	May 21st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.IMPERIAL GERMAN MAIL.
LINE.NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY
KIAU TSCHOU	29th April	13th May	27th May	11th June	25th June	9th July	23rd July
BAYERN	29th April	13th May	27th May	11th June	25th June	9th July	23rd July
ZITTEN	29th April	13th May	27th May	11th June	25th June	9th July	23rd July
STUTTGART	29th April	13th May	27th May	11th June	25th June	9th July	23rd July
ROON	29th April	13th May	27th May	11th June	25th June	9th July	23rd July
PREUSSEN	29th April	13th May	27th May	11th June	25th June	9th July	23rd July
* HAMBURG	29th April	13th May	27th May	11th June	25th June	9th July	23rd July
PRINZ HEINRICH	29th April	13th May	27th May	11th June	25th June	9th July	23rd July

* Steamers of the Hamburg-Amerika Line. + Calling at Amsterdam.

THE HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILED PASS. INGERS, SPECIE and CABGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th April. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th April. and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th April, 1903.

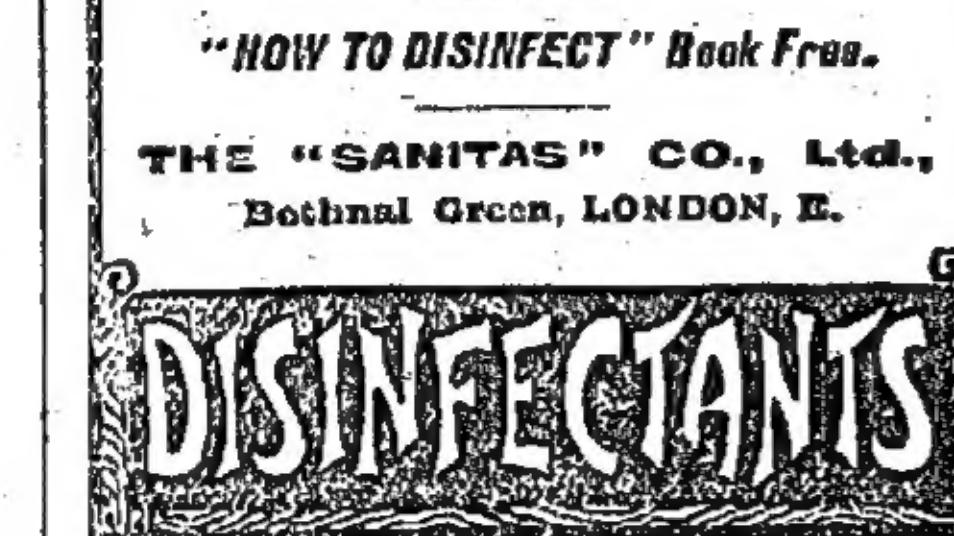


FLUID
OIL
CRUDE FLUID
POWDER
EMBROCATION
SOAP
DISINFECTORS
INHALERS
FUMIGATORS

COLORLESS
FRAGRANT
NON-POISONOUS
DOES NOT
STAIN
KILLS ALL
DISEASE
GERMS.
OXIGENATES
THE AIR.

SULPHUR CANDLES •
FORMIC FUMIGATORS

KINGSETT'S
PATENTS.



OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORT LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO
Hongkong, 14th February, 1901.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. E.

Cafe of Office of this Paper.

Hongkong, 23rd February, 1901.

[563]

The only Medicine of this kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

REGISTERED DR. LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its wide reputation as the best and only safe reliable Phosphoric Cure for BRAIN WRECKAGE, PARALYSIS, SLEEPSLESSNESS, DYSPEPSIA, NERVE, KIDNEY and LIVER Complaints; HARASING DREAMS, PREMATURE Decay of VITAL POWER, GENERAL DEBILITY, all BLOOD Disorders, and all Functional and Disease Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nerves Debility, and its instant and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that really marvels.

Directions for Self-Treatment of the above diseases with each Bottle.

HEALTH, STRENGTH & ENERGY.

Sold in Bottles at 4s. 6d. and 1s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD, LONDON, ENGLAND.

Agents in HONGKONG—A. S. WATSON & CO.

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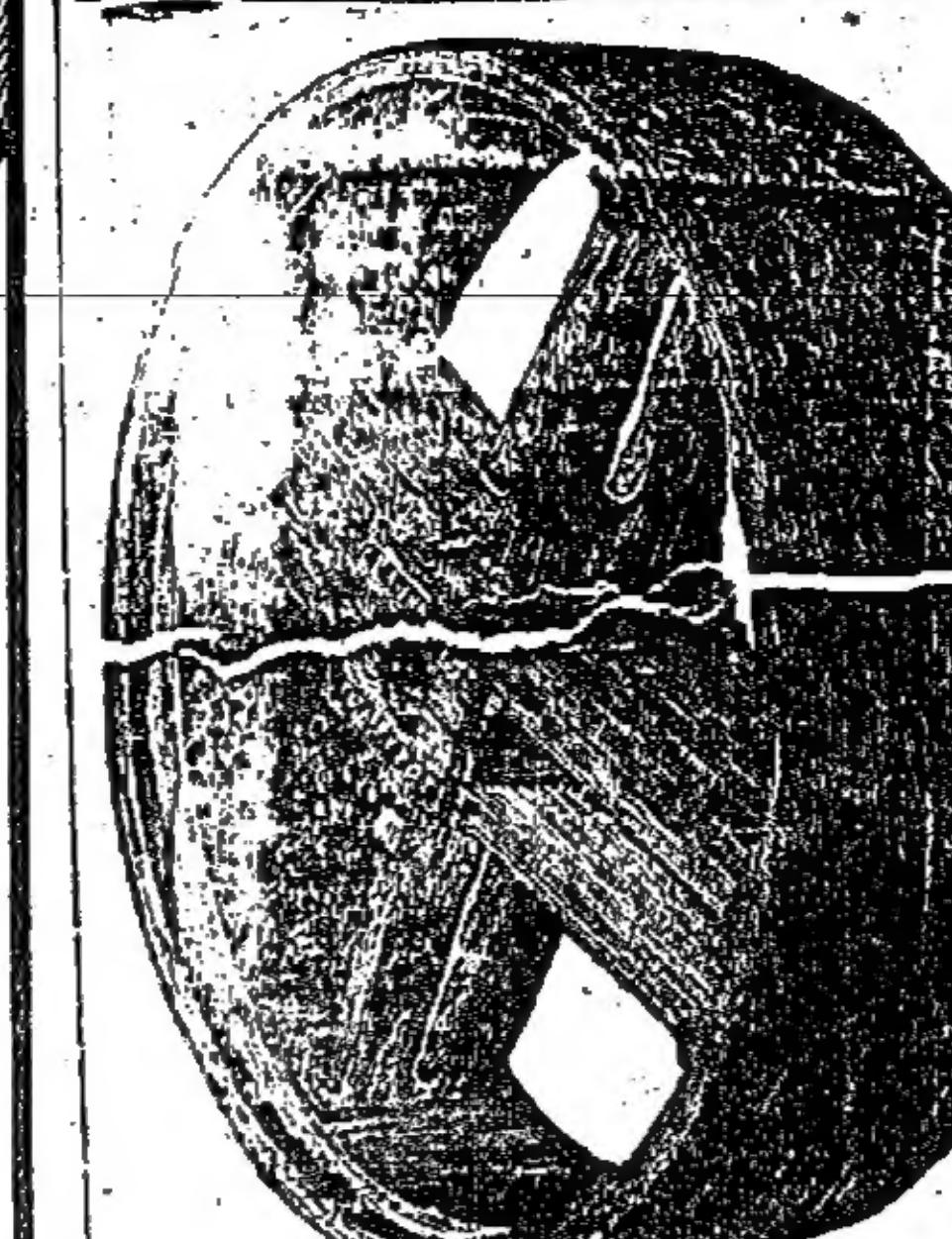
Cables: "IMBROWNED," LONDON.

BROWN BROS. LTD.

LONDON.

[565]

DODGE WOOD SPLIT
PULLEYS.
ALL SIZES TO FIT ALL SIZED
SHAFTS IN STOCK.

Also Large Stocks of
GANDY COTTON BELTING.

SOLE AGENTS.
LUTGENS, EINSTMANN & CO.
HONGKONG.

[566]

MARTIN'S APIOL & STEEL PILLS for Ladies.

A French Remedy for all Irritations. Thousands of Bottles of Martin's Pills in the house, so that on the arrival of any Irrigation of the System, the first thing to do is to take a few of Martin's Pills and then send them to the nearest Chemist and Druggist, or postmaster for a enormous sale. All Chemists and Stores, or postmen of MARTIN, CHOCOLAT, SOUTHAMPTON, ENGLAND.

[567]

Established 1719.
CHAMAGUE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 7th May, 1901.

[568]

REGISTRATION OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles, 2s. 9d. each, and in Boxes containing six times the quantity, 1s. sufficient to effect a permanent cure in the great majority of long-standing cases. BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN and MID

POST OFFICE NOTICES.

The Tonkin (homeward French Mail) on her arrival from Shanghai will have to go into dock for minor repairs; her departure will therefore be uncertain.
The Caledonian, with the French Mail of the 20th ult., was expected to leave Saigon on Thursday, the 16th inst., at 5 a.m., and may be expected here on or about Sunday, the 19th inst. This packet brings replies to letters despatched from Hongkong on the 14th February.

MAILS WILL CLOSE.

FOR	FROM	PRE	DATE
Canton	Hankow	Saturday, 18th, 7.30 A.M.	
Chinkiang	Kowloon	Saturday, 18th, 8.00 A.M.	
Manila	Lemnos	Saturday, 18th, 9.00 A.M.	
Hoioew and Haiphong	Hothao	Saturday, 18th, 9.00 A.M.	
Manila	Zapiro	Saturday, 18th, 9.00 A.M.	
Manila	Rohilla Maru	Saturday, 18th, 10.00 A.M.	
Kudat and Sandakan	Burke	Saturday, 18th, 11.00 A.M.	
HONSHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Prin ed Mutter and samples	Saturday, 18th, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Registration	Saturday, 18th, 10.00 A.M.	
Macao	Letters	Saturday, 18th, 11.00 A.M.	
Amoy	Heungshan	Saturday, 18th, 12.15 P.M.	
Swatow	Daphne	Saturday, 18th, 2.00 P.M.	
Shanghai	Formosa	Saturday, 18th, 4.00 P.M.	
Yokohama, Kobe and Tsingtao	Meefoo	Saturday, 18th, 4.00 P.M.	
Namtao	Marbury	Saturday, 18th, 5.00 P.M.	
Canton	Toile	Saturday, 18th, 5.00 P.M.	
Moji	Powan	Saturday, 18th, 5.00 P.M.	
Swatow, Amoy and Tamsui	Tairnigian Maru	Saturday, 18th, 5.00 P.M.	
Swatow, Chefoo and Tientsin	Daiji Maru	Sunday, 19th, 9.00 A.M.	
Quang Chow Wa	Chinsang	Monday, 20th, 2.00 P.M.	
Shanghai	Paul Doumer	Monday, 20th, 4.00 P.M.	
Singapore, Colombo and Batavia	Singen	Monday, 20th, 4.00 P.M.	
Singapore, Penang and Calcutta	Pekin	Tuesday, 21st, 11.00 A.M.	
Malta, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Nameang	Tuesday, 21st, 11.00 A.M.	
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Taiyuan	Tuesday, 21st, 3.00 P.M.	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, (B.C.)	Kaga Maru	Tuesday, 21st, 3.00 P.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Wednesday, 22nd, Printed matter and samples	Wednesday, 22nd, Printed matter and samples	10.00 A.M.
Manila	Empress of India	Wednesday, 22nd, Printed matter and samples	10.00 A.M.
Cebu and Illeis	Sungkiang	Wednesday, 22nd, 3.00 P.M.	
Moji, Kobe, Yokohama, Victoria, B.C., and Portland	Kaij	Thursday, 23rd, 3.00 P.M.	
Manila	Indrawelli	Friday, 24th, 9.00 A.M.	
EUROPE, &c., India via Tuticorin	Rubi	Saturday, 25th, 9.00 A.M.	
(Late Letters 10.35 to 11.15 A.M. Extra Postage 10 cents)	Letters	Saturday, 25th, 11.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Printed Matter and Samples	Saturday, 25th, 11.00 A.M.	
Kiautschou	Letters	Saturday, 25th, 11.00 A.M.	
Kiautschou	Tsiman	Thursday, 26th, 3.00 P.M.	
Kiautschou	Tartar	Wed., 6th May, 11.00 A.M.	

TO-DAY.

Cup and Spoons Competition, Hongkong Rifle Association, 2.30 p.m.
Sale, silk Embroidered Hangings, &c., Sales Room, Mr. Guo, P. Lamerton, 2.30 p.m.
Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.
Pallard's Liliputian Opera Co., Theatre Royal, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

17th April.

ON LONDON.— Telegraphic Transfer 17/7
Bank Bills, on demand 17/8
Bank Bills, at 30 days' sight 17/7
Bank Bills, at 4 months' sight 17/7
Credits, at 4 months' sight 17/7
Documentary Bills, 4 months' sight 7/1

ON PARIS.—

Bank Bills, on demand 204
Credits, at 4 months' sight 208

ON GERMANY.—

On demand 166
On New York.— Bank Bills, on demand 30/3
Credit, 60 days' sight 40/4

ON BOMBAY.—

Telegraphic Transfer 12/1
Bank, on demand 12/1

ON CALCUTTA.—

Telegraphic Transfer 12/1
Bank, on demand 12/1

ON SHANGHAI.—

Bank, at sight 73
Private, 30 days' sight 73

ON YOKOHAMA.—

On demand 79/1

ON MANILA.—

On demand 1 p.c. p.m.

ON SINGAPORE.—

On demand Nominel.

ON BATAVIA.—

On demand 88/1

ON HAIPEH.—

On demand 3 p.c. p.m.

ON SAIGON.—

On demand 21 p.c. p.m.

ON BANGKOK.—

On demand 64

COTTON.—

Bank's Buying Rate 82/15

Gold Lmbar, 100 fine, per oz 863/50

B Silver, per oz 92/4

OPIUM.

16th April. Quotations are:— Allowances net to 1 catty,

Malwa New to per picul

Malwa Old \$180 to \$100 "

Malwa Older \$110 to \$130 "

Malwa Y. Old \$140 to \$160 "

Persian fine quality 780 "

Persian extra fine " "

Fatma New \$103/4 to " per chest.

Fatma Old " to " "

Banaras New \$102/5 to " "

Banaras Old " to " "

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer Caledonian left Saigon on the 16th inst., at 5 a.m., for this port, and is due here to-morrow, a.m.

THE INDIAN MAIL.

The Indo-Chinese steamer Sufang left Calcutta for this port via the Straits on the 20th inst., and may be expected here on the 25th inst.

THE AMERICAN MAIL.

The T.K.K. steamer America Maru left San Francisco for this port via Honolulu, &c., on the 27th ult.

The P.M. steamer Korea left San Francisco for this port via Honolulu, &c., on the 4th inst.

MERCHANT STEAMERS.

The A.L. steamer Meltem left Singapore

for this port on the 13th inst.

The N.Y.K. steamer Hiroshima Maru (Bomby Line) left Shimonesaki for this port on

JOINT STOCK SHARES.

Hongkong, 17th April.
COMPANY. PAID UP. QUOTATIONS.

Banks	\$123	\$6 5, sales £ den 200.
Natl. Bank of China	\$28	\$25, buyers 28
R. Shance	\$21	\$10, sellers 24
Bell's Asbestos E. A.	\$12	\$13, buyers
Campbell, Moore & Co.	\$10	\$42/4
China-Borneo Co., Ltd.	\$10	\$11, sales
China Light and Power Co., Ltd.	\$20	\$10
China Prov. L. & M.	\$10	\$27.50, sellers
China Sugar	\$100	\$16/4, buyers
Cigar Companies	\$600	\$86/4, sellers
Ashland, Ida.	\$50	\$100, Tobacco Trust Co., Ltd.
Cotton Mills	\$10	\$18.
Two	Tls. 100	Tls. 40, buyers
International	Tls. 75	Tls. 40, buyers
Laot Kung Chow	Tls. 75	Tls. 45
Sydney	Tls. 100	Tls. 180
Dairy Farm	\$10	\$10, buyers
Green Island Cement	\$25	\$11, buyers
H. & C. Laundry	\$50	\$22, sellers
Hongkong Electric	\$10	\$14, sellers
H. H. L. Tramways	\$100	\$37/4
H. & Steam Water Boat Co., Ltd.	10	\$111, miles & ton
Hongkong Motor	\$100	\$148, buyers
Hongkong Gas	\$25	\$23, buyers
H. & W. Mart & Co.	\$50	\$24, sellers
Hongkong Laundry	\$50	\$111, buyers
H. & W. Dean	\$50	\$17
Hongkong Fire	\$1674	sellers
China Fire	\$20	\$82, sellers
China Trades	\$25	\$16, sellers & sellers
Hongkong Fuel	\$30	\$16, sellers
Notre Dame	\$25	Tls. 200.
Union	\$20	\$1, nominal
Hongkong Land Inv.	\$100	\$175, sellers
Humphreys Estate	\$10	\$12, buyers
Kowloon Land & B. West Point Building	\$30	\$424, sellers
Luxon Sugar	\$50	\$15, sellers
Manila Invest. Co., Ltd.	\$50	\$124, sellers
Mining	For 250	\$1000, sellers
Charbonnages	55	\$10, buyers
Jeeps	\$10	\$13, sellers
Tunney's Preference	\$1	\$35 cts., sales
Raubs	13/10	\$9, buyers
New Amoy Dock	\$33	\$328/4
Oriente Hotel, Manila	\$50	\$127/4
Lowell, Ida.	\$10	\$10, buyers
Johnson Piano Co., Ltd.	\$50	\$50, buyers
China and Manilla	\$50	\$25, sales
Douglas Steamship B. Canton and H. Indo-China S. N. InduTransp and Trading Co., Ltd.	\$50	\$106.
China and Manilla	\$22	nominal
Douglas Steamship B. Canton and H. Indo-China S. N. InduTransp and Trading Co., Ltd.	\$50	\$133, sellers
Universal Trading Co., Ltd.	\$20	\$22, buyers
Watkins, Ida. A.S.	\$10	\$7, sellers
Watson & Co., Ida. A.S.	\$10	\$13, buyers

VERNON & SMYTH, BROKERS.

HONGKONG REGISTER

Previous day 4 p.m.	On date 10 A.M.	On date at 4 p.m.
Barometer 29.05	29.15	30.10
Temperature 72	73	75
Humidity 58	55	55
Direction of wind E	E	E
Force 2	1	4
Main 6	or	or
	0.94	0.94

Highest open air temperature on the 16th inst. 82

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